

Pedestrian and Bicycle Program and Safe Routes to School Program Overview 2014

Charlotte Claybrooke
and
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Highways and Local Programs
Washington State Department of Transportation

Pedestrian and Bicycle Program and Safe Routes to School Program Webinar
March 3, 2014

Overview

- Goals
- Background
- Application Details
- Eligible Projects
- Project Selection and Ranking
- Questions



Safe Routes to School (SRTS) Program Goal

Increase the number of children walking
and biking to school safely.



Why SRTS

- Improve **health**,
- Reduce **air pollution**,
- Reduce pedestrian and bicycle **collisions**,
- Reduce traffic **congestion**,
- Can lead to **cost savings** for schools and for individuals,
- Establish lifetime walking and biking skills and habits.

History of the SRTS Program

Between 2005 & 2013

- 136 Projects
- 230 School Locations
- \$49 million
- 5 Funding Cycles



SRTS Criteria

- Eligible applicants: All public agencies in Washington are eligible to apply.
- Project Location: All projects must be within 2 miles of a primary, middle, or high school.
- Match: There is NO match requirement. Preference will be given to projects that provide a match.



Submitting the Application

- Applications Due: May 5, 2014
- Submit online or by e-mail to:
hlpgrants@wsdot.wa.gov
- Online Application Form (required attachments must be e-mailed)

or
- E-mail completed application form as a PDF or Word Document
- Send to: hlpgrants@wsdot.wa.gov



Project Application Requirements

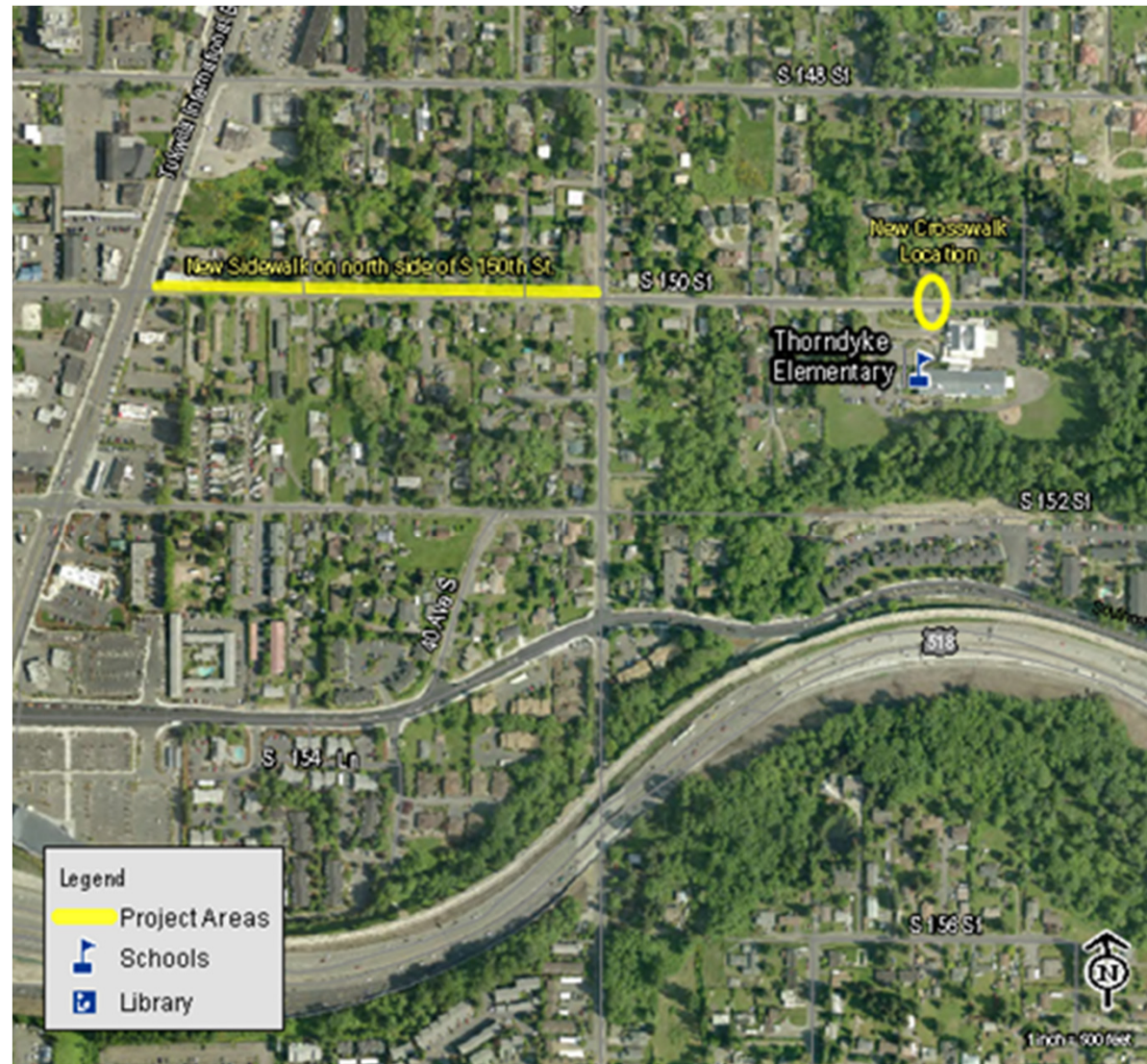
Complete package includes the following:

- Completed Application Form.
- Vicinity map showing the project location
- Plan sheet(s), showing project design detail including a cross section, and a plan view.
- Include a School Walk Route Map

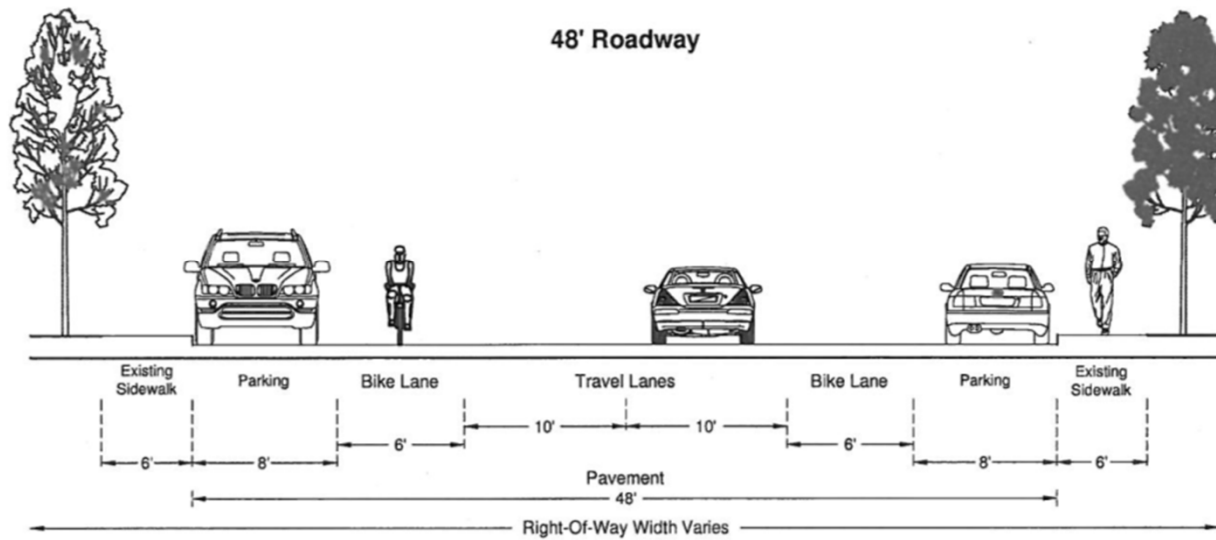
Do not include other materials.



Example Vicinity Map



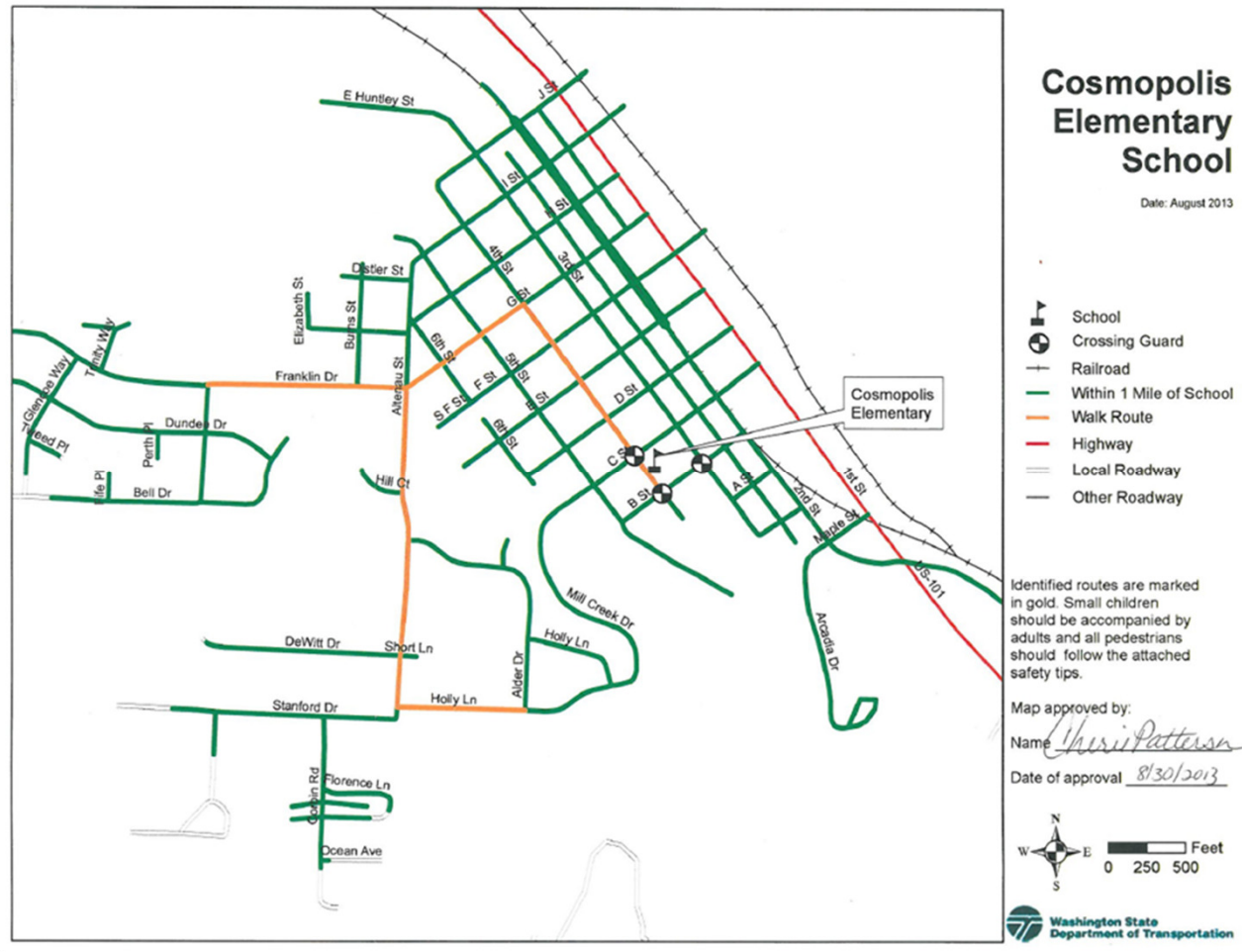
Example Cross Section



Example Plan View



School Walk Route Map



Selected Projects Must

- Be in the local transportation improvement plan (TIP)
- Complete quarterly status reports
- Comply with state funding requirements

SRTS Program

- Project Selections: Announcements are expected by June 2015.
- Funding Available: \$8 million is available for both programs for the 2015-2017 biennium.
- Reimbursement for costs incurred program.



**2014 Safe Routes to School
Grant Application Form**



**Washington State
Department of Transportation**

Project Title	City/County
Project Location	Date
School(s) Name and Address:	Type of School (Check schools that apply): Kindergarten _____ Primary School _____ Middle School _____ High School _____ Grades targeted _____

Number of children that live with-in two miles of the school: _____

Number of children that get to the target school(s) by:

Walking: _____ Biking: _____ School Bus: _____ Family Vehicle: _____ Carpool: _____ Transit: _____ Other _____

(Use the [Student Travel Tally](#) to collect this information. **Submit the tally sheets with the application.**)

State Legislative District #:	Congressional District #:
Lead Agency and Project Manager Lead Agency Name: Project Manager: Title: Address: Phone: Fax: E-mail:	Grant Request and Total Project Cost: Engineering/Infrastructure \$ _____ Total Request \$ _____ Match/In-kind \$ _____ Total Project Cost \$ _____



**Washington State
Department of Transportation**

Recent Progress...

- Preliminary work,
- Methods used to determine cost,
- Information about steps to obtain right of way and public support for the project.



PROJECT SCHEDULE AND COST SUMMARY SECTION

Project Element	Scheduled	Amount
Project Definition (agreement signed)	Mo/Yr	
Begin PE	Mo/Yr	
NEPA/SEPA Kick Off	Mo/Yr	
Environmental Docs Approved	Mo/Yr	
ROW Started	Mo/Yr	
ROW Complete (certification)	Mo/Yr	
Geometric/30% Design Complete	Mo/Yr	
Contract Advertised	Mo/Yr	
Contract Awarded	Mo/Yr	
Open to Public (operationally complete)	Mo/Yr	

Project Cost Summary	Dollars in thousands	Percent of total	2015-17 Cash Flow (expenditures billed to WSDOT):
Note applicable grant costs			
Engineering:			
Preliminary Engineering	\$0	0%	Date 9/15 \$ _____
Right-of-Way	\$0	0%	12/15 \$ _____
Construction	\$0	0%	3/16 \$ _____
Operations/Services	\$0	0%	6/16 \$ _____
			9/16 \$ _____
			12/16 \$ _____
Total Grant Request:	\$0	0%	3/17 \$ _____
			6/17 \$ _____
Match Amount (if applicable):	\$0	0%	Total 09-17 \$ _____
Total Project Cost:	\$0	0%	Est. Re-appropriation \$ _____
			Future Biennium \$ _____
			TOTAL \$ _____

Additional Comments Regarding Budget and Milestones:

You are here: [Home](#) > [Highways and Local Programs](#)

Pedestrian and Bicycle Collision Statistics

Note: This dataset may change as we become aware of alterations and corrections. The data provided includes location information about pedestrian and bicycle crashes on city streets, country roads and state highways in Washington for 12/1/2010 - 11/13/2013 general information is made available to local agencies and others applying for grants through the WSDOT Pedestrian and Bicycle Safety Programs. It does not contain the specificity and is not of the quality for other uses.

Under Section 409 of Title 23 of the United States Code, collision data is prohibited from use in any litigation against state, tribal or local government that involves the location(s) mentioned in the collision data. By selecting "I Agree" in the box below, you agree to comply with these terms - failure to do so will be grounds for denying your request.

I hereby affirm that I am not requesting this collision data for use in any current, pending or anticipated litigation against state, tribal or local government involving a collision at the location(s) mentioned in the data.

I Don't Agree 

Find by City:

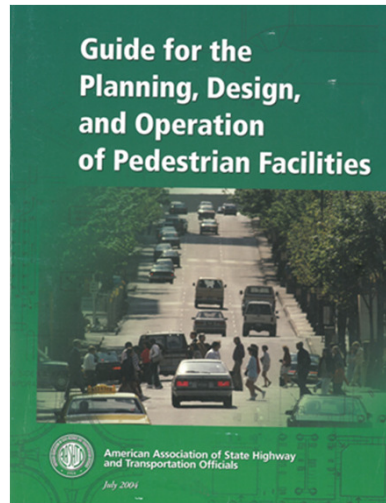
Find by County:

Project Detail

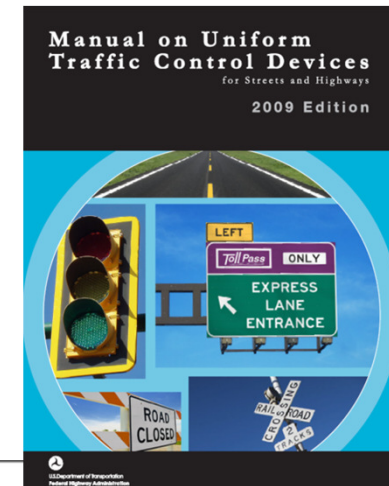
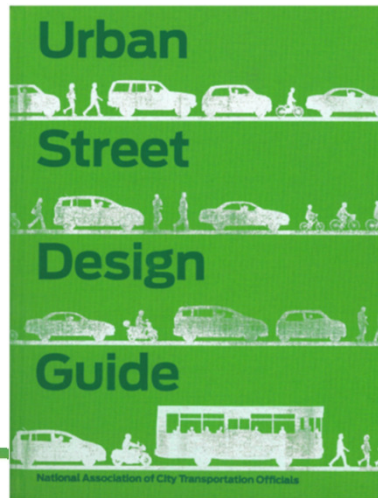
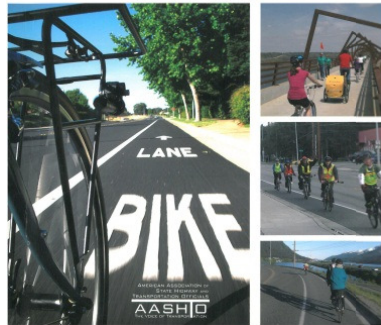
- What will be done
- Location
- Width and length
- Material used
- On one or both sides of the roadway,
- Separation from roadway
- Road configuration



Resources for Project Guidelines and Standards



**Guide for the Development of
Bicycle Facilities**
2012 • Fourth Edition



Examples of Eligible Projects

- Sidewalks improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Establish an adult and/or student crossing guard program
- Installed vehicle speed feedback signs
- Photo enforcement



Sidewalks & Separations:

Sidewalk



Planter Strip and Parking



Traffic Calming

Medians



www.pedbikeimages.org /Dan Burden

Curb Extensions



Anacortes



Washington State
Department of Transportation

Crossings

Rectangular Rapid Flash Beacon



Pedestrian Hybrid Beacon



On-Street Bicycle Facilities

Separated Bicycle Lanes



Bike Boulevard



Shared-use Paths/Trails

Path



Side Path



Lummi Nation – Haxton Trail



Washington State
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Bicycle Parking Facilities

Bike Racks



Bike Lockers



Selection Process

- Internal Review
- Advisory Board Review
- Site Visit
- Prioritized List to Governor and Legislature
- Selection of Projects: June 2015



SRTS Review Criteria

Project Meets Program Goals:

- Safety: Reduces pedestrian and bicycle conflicts with motor vehicle traffic; targeting known collision locations.
- Access and Mobility: Establish safer and fully accessible crossings, walkways, trails or bikeways and increase the numbers of children walking and biking to school.



SRTS Review Criteria

- Value - The cost of the project compared to the potential impact.
- Applicant Commitment - % of Match
- Project delivery (planning, environmental review, right of way acquisition, construction plans)
- History of Successful Project Delivery
- Equity (project targets school that serves low income population)



For Questions Regarding the Safe Routes to School Program Contact us at WSDOT:

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360-705-7302

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Department of Transportation

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Pedestrian and Bicycle Program Goals

- **Promote healthy communities:** encourage walking, bicycling and using public transportation.
- **Improve safety:** design arterials to include features such as wide sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features.
- **Protect the environment:** provide safe alternatives to driving alone.
- **Preserve community character:** involve citizens and stakeholders in planning and design decisions.



Eligibility and Changes

- Eligibility: All public agencies;
- Funding: \$8 million for the 2015-2017 biennium;
- Match: No match required but preference will be given to projects with match.

New this funding cycle:

- Design or scoping only projects are eligible.

Submitting the Application

- Applications Due: May 11, 2014
- Submit online or by e-mail to:
hlpgrants@wsdot.wa.gov
- Online Application Form (required attachments must be e-mailed)

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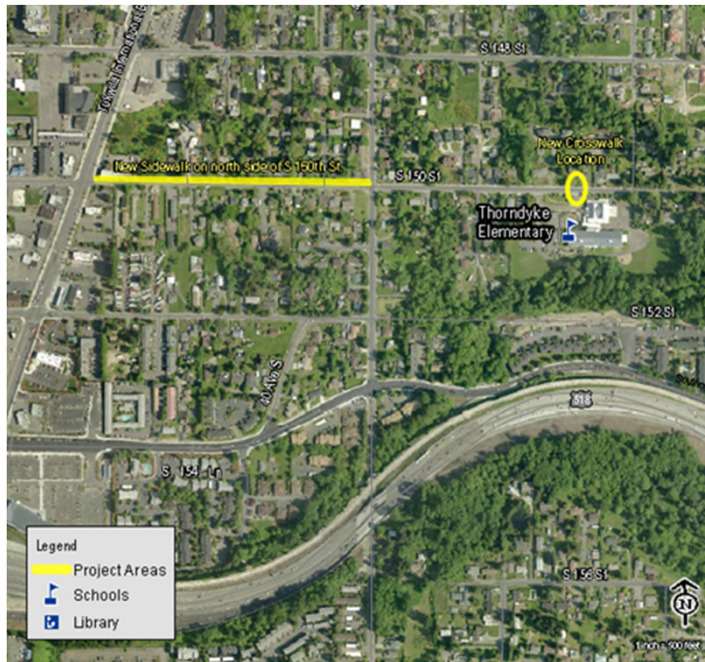
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- Vicinity map showing the project location
- Plan sheet(s), showing project design detail including a cross section, and a plan view.
- Applications must include a Zoning Map

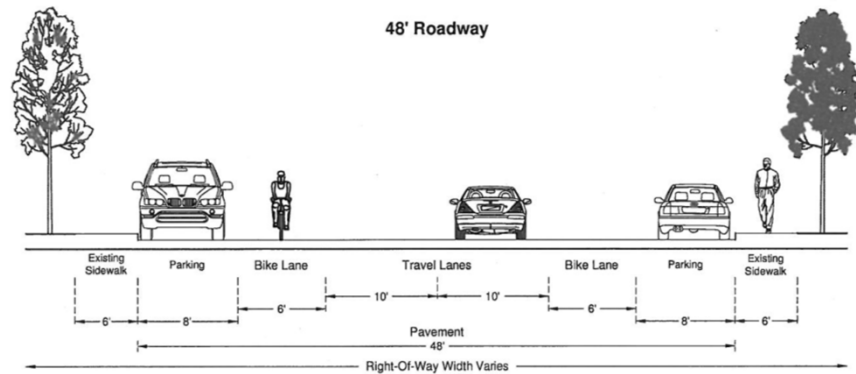
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Vicinity Map

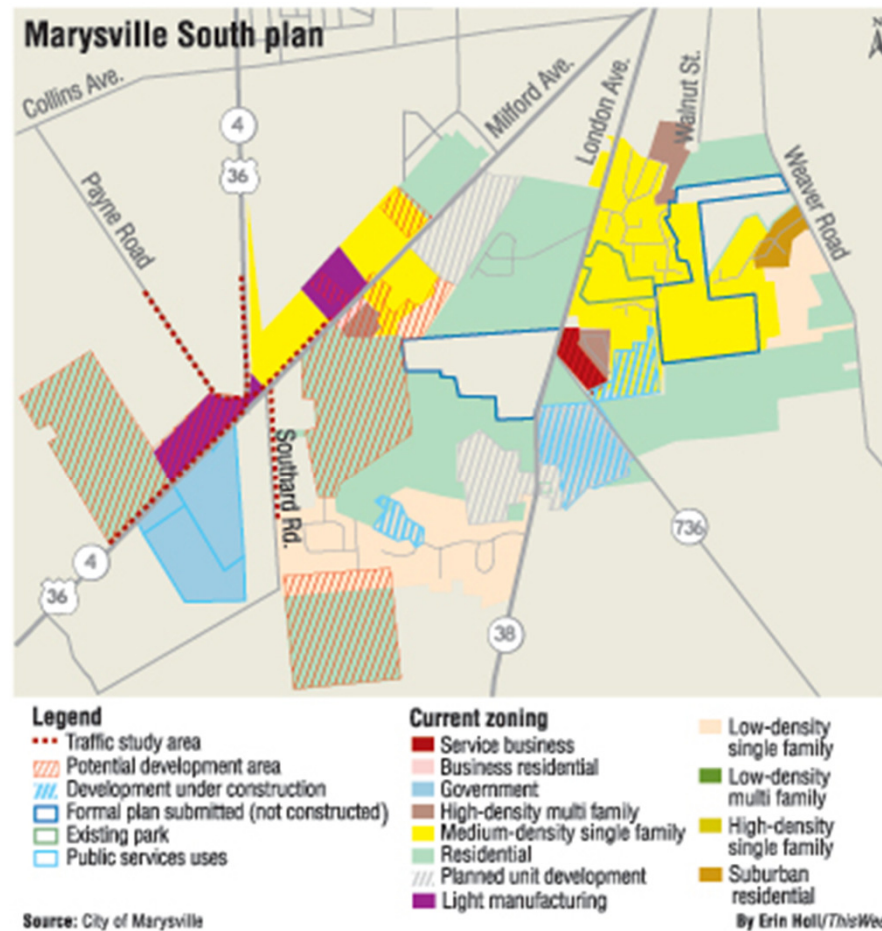


Cross Section



Plan View

Zoning Map



Selected Projects Must

- Be in the local transportation improvement plan (TIP)
- Complete quarterly status reports
- Comply with state funding requirements



**2014 Pedestrian and Bicycle Program
Grant Application Form**



**Washington State
Department of Transportation**

Project Title	City/County
Project Location	Date
State Legislative District #:	Congressional District #:
Lead Agency and Project Manager Lead Agency Name: Project Manager: Title: Address: Phone: Fax: E-mail:	Grant Request and Total Project Cost: Engineering/Infrastructure \$ _____ Total Grant Request \$ _____ Match/In-kind \$ _____ Total Project Cost \$ _____ <input type="checkbox"/> Check if this project is "Design/Scoping" only.

Project Description (Describe the project specifically, be sure to include the project limits, connections, safety elements, etc.)



Project Detail Should Include:

- What will be done
- Location
- Width and length
- Materials used
- On one or both sides of the roadway,
- Separation from roadway
- Road configuration

Provide an accurate and realistic schedule, timeline and budget.



Costs for Pedestrian and Bicyclist Infrastructure Improvements

A Resource for Researchers, Engineers, Planners, and the General Public

Authors: Max A. Bushell, Bryan W. Poole, Charles V. Zegeer, Daniel A. Rodriguez

UNC Highway Safety Research Center

Prepared for the Federal Highway Administration and supported by the Robert Wood Johnson Foundation through its Active Living Research program

October, 2013



Costs for Pedestrian and Bicyclist Infrastructure Improvements

PROJECT SCHEDULE AND COST SUMMARY SECTION			
Project Element	Scheduled	Amount	
Project Definition (agreement signed)	Mo/Yr		
Begin PE	Mo/Yr		
NEPA/SEPA Kick Off	Mo/Yr		
Environmental Docs Approved	Mo/Yr		
ROW Started	Mo/Yr		
ROW Complete (certification)	Mo/Yr		
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			TOTAL \$

Additional Comments Regarding Budget and Milestones:
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Recent Progress

- Preliminary work.
- Methods used to determine cost.
- Information about steps to obtain right of way and public support for the project.



Target Location Details

- Distance from project site to vehicle/bike or vehicle/pedestrian crash location.
- Operating Speed (85th percentile)




You are here: [Home](#) > [Highways and Local Programs](#)

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Find by City:

Find by County:

Project Impacts

How will the project meet the four Pedestrian and Bicycle Program goals.

- Promote Healthy Communities
- Improve Safety
- Protect the Environment
- Preserve Community Character



Examples of Eligible Projects

- Sidewalks
- Traffic calming
- Crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Bicycle parking facilities
- Speed feedback signs



Other Eligible Projects

- Complete streets type improvements;
- Providing safe routes to transit;
- Automated pedestrian/bicycle counters;
- Project development, “design/scoping only” projects.



Pedestrian and Bicycle Program Project Selection Process

- Internal Review
- Advisory Board Review
- Site Visit
- Prioritized List to Governor and Legislature for Approval
- Selection of Projects June 2015



Pedestrian and Bicycle Program Review Criteria

- Pedestrian and Bicycle Program Goals
- Project delivery (planning, environmental review, right of way acquisition, construction plans)
- Other considerations
 - Consistency with community plans
 - Consistency with state goals



For Questions Regarding the Pedestrian and Bicycle Program Contact us at WSDOT:

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ClaybrC@WSDOT.WA.GOV

360-705-7302

Ed Spilker

Local Planning Specialist

SpilkeE@WSDOT.WA.GOV

360-705-7387



Washington State
Department of Transportation

Local Programs Engineers

Northwest Region

Ed Conyers, PE
Local Programs Engineer
(206) 440-4734
conyere@wsdot.wa.gov



Eastern Region

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Southwest Region

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North Central Region

Paul Mahre, PE
Local Programs Engineer
(509) 667-3090
mahrep@wsdot.wa.gov



Websites

Pedestrian and Bicycle Program

<http://www.wsdot.wa.gov/bike/call.htm>

Safe Routes to School

www.wsdot.wa.gov/localprograms/saferoutes/

WSDOT's Walking and Bicycling Websites

www.wsdot.wa.gov/Walk

www.wsdot.wa.gov/Bike



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Design Resources

- WSDOT Pedestrian and Bicycle Design Resources
 - Pedestrians: www.wsdot.wa.gov/walk/design.htm
 - Bicycles: www.wsdot.wa.gov/bike/designing.htm
- FHWA Pedestrian and Bicycle Design Resources
 - http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm
- Manual for Uniform Traffic Control Devices—MUTCD
 - <http://mutcd.fhwa.dot.gov/index.htm>
- NACTO
 - Urban Street Design Guide: <http://nacto.org/usdg/>
 - Urban Bikeway Design Guide: <http://nacto.org/cities-for-cycling/design-guide/>
- *AASHTO Guide for the Development of Bicycle Facilities*

Questions?



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